

Mohave County Miner.

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Rumors of War in the Sulphur Trade.

Rumors of a war in the sulphur trade have been rumbling through the trade and daily press for a month past, says the Oil Investors' Journal, the basis for same being reported offers of Sicilian sulphur at 16.50\$ a ton, ex-vessel, delivered at New York. The market is \$22.12 1-2 a ton. Buyers are a little timid as a result of the reported cut, and it is stated by well posted trade papers that conditions in the market are a little unsettled.

America's sulphur supply is obtained almost entirely from the property of the Union Sulphur company, at Sulphur, La., on the gulf coast, about midway between Beaumont, Texas, and Jennings, La. The sulphur is produced in liquid form by means of a patented system, invented by Herman Frasch. Wells are drilled by the rotary system to the sulphur formation. Superheated water is forced down into the sulphur, melting it, and it is then raised by compressed air and run off into vats, where it crystallizes. The product is over 99 1-2 per cent pure in its crude state, being superior in this respect to the Sicilian sulphur. Crude oil plays a large part in the mining of the American sulphur, as the batteries of boilers which supply the superheated water are fired with liquid fuel. From 2,000 to 3,000 barrels of Gulf Coast crude oil are used daily by the Union Sulphur company. The capacity of the property, with present facilities, exceed 1,000 tons of sulphur daily.

Since the reports of a probable clash with the European producers of sulphur originated, the Union people have shipped 5,000 or 6,000 tons of sulphur to European markets. The American company is undoubtedly in a stronger position to make a fight than its Sicilian competitors. In describing conditions in the Sicilian industry the Oil, Paint and Drug Reporter said recently: "It seems that there has been trouble brewing in Italy for some time over the sulphur situation. The consorzio appointed by the Italian government to conduct the brimstone industry of Sicily, it will be remembered, decided some time ago to withdraw 400,000 tons from the market in order to maintain prices which would give laborers in the mines living wages, and at the same time meet American competition. The fact that such a vast quantity of merchantable material was lying idly in store was enough to tempt speculative interests. Politics were brought into the game and the stability of the consorzio threatened. The leaders in the movement are agitators of high financial standing who all along have been at variance with the government and are now striving hard to overthrow it. This end accomplished, their hopes are to have 400,000 of sulphur thrown on the markets of the world, which they themselves could acquire at a very low price. The further result of such enterprise would be that the mines of Sicily would be closed for an indefinite time or so long as the 400,000 tons held out, and that meanwhile the American producers would be forced to accept one or two possibilities. Either they must enter into a gentleman's agreement and maintain prices which would afford the Sicilian speculators a handsome profit, or they must meet competition by the usual expensive method.

"If the originators of the plan abroad succeed, it will mean that about 300,000 people will be deprived of all means of support and that the Italian government is likely to have a revolution on its hands. Just how far matters have progressed towards the undermining of the consorzio, it is not possible at the moment to speak authoritatively, but straws show which way the wind blows, and the recent offer to cut prices in the American market looks ominous."

Giroux Consolidated.

When Joseph L. Giroux, president of the Giroux Consolidated mines at Ely, returned to that camp, recently, he gave orders to lay off more than 100 men at the property, and in fact about the entire force at the mine was

retired with the exception of the miners working in the Alpha shaft, says the Salt Lake Evening Telegram.

In giving an explanation for this change at the properties, Mr. Giroux said that the officials had decided that there was no need of carrying on the expense of development work for the present, and it had been decided that there was no need of carrying on the expense of development work for the present, and it had been decided to cut the force down for 30 to 60 days until the reduction plant at the mine had been completed. He said that approximately 30,000,000 worth of ore was blocked out, and there was no need in having any further work done in the mines until the company's plant was prepared to reduce the 400 tons of ore daily for which it was being constructed.

Mr. Giroux also acknowledged that it was the plan to sink the Alpha shaft an additional 150 feet to provide the mill with sufficient water to run it 24 hours every day. This proved in part the contention that has been made by outside interests that this plant was not properly located to get a continuous water supply. Mr. Giroux claims that everything is working out according to the plans that have been laid, and that on or about the first of the coming year there will be at least 500 men at work on the company's properties. Late arrivals from the Ely district claim that upon the return of Mr. Giroux to Ely it was learned that the controlling interests, which include the entire holdings of the Giroux family, had been purchased outright by the Guggenheims, and that in closing down the mine he was simply preparing to turn everything over to the new owners. The mine is one of the most valuable properties in that great copper zone, and many overtures for the control of the stock has been refused.

Saddle Mountain People Plan Big Plant.

Unless the Southern Pacific railroad should extend its line to the end of its present graded roadbed in the Christmas district, thus bringing transportation by rail within two miles of the big Christmas mine, and to which a narrow gauge roadbed has already been constructed, it is likely that the present shutdown of this property will continue, as it is said to be impossible for the mine to produce copper at a profit, at present prices, if the coke for the furnace has to be hauled by wagon from Winkelman.

At present the mine is idle and the 250-ton smelter at the camp has never been blown in. If the railroad is built to the river it is said that the management will construct and operate a 600-ton smelter, it being the intention to build the smelting plant on the river just below the site of the present one, and convey the ores by an ariel tram from the mines to the smelter. The railroad company is reported to be losing 13,000\$ per month in freight receipts as a result of the shut down of the Christmas mine.

Last year, despite temporary shut downs, occasioned by floods and shortage of coke, the Christmas mine produced 2,338,492 pounds of copper, with some gold and silver, which had a total value of some 470,514\$. Until the slump in the price of copper came the management continued to operate without a loss, despite the transportation problem. Should the railroad complete its line, and the company erect its 600-ton smelter, the entire Christmas district would no doubt quickly feel the influence of the enlarged operations, as the building of the smelter would, in itself, be a big thing for the district.—Journal-Miner.

The King of Arizona Mine.

The King of Arizona Mining company, operating some 45 miles from Mohawk, on the southern Pacific railway, is an exception to most of the big mining companies, says the Tucson Star, in that it has apparently not thought necessary in building up a mine to annex any very large portion of the earth, having but four patented claims. There are at present 150 men

employed in production and development work, in addition to fifty engaged in freighting and getting out and handling wood.

At the camp is a dry crusher, with Cornish rolls, handling about 190 tons of gold-bearing ore every twenty-four hours, and the product resulting is cyanided without plates, and then smelted on the ground so the company is surely either getting all the values from the ores, or knows where to place its finger on any loss.

The King of Arizona has been worked since 1898, since which time there has been lifted to the surface about 500,000 tons of ore. The company originally erected a five-stamp mill near a water supply, five miles distant from the mine, but this plant proving unduly expensive was abandoned, and the new mill, with four sets of rolls, was erected at the mine. The leaching tanks number nine, are of steel, and have a diameter of forty feet.

Work is at present being prosecuted both from shaft and tunnel, the deepest shaft being 1000 feet below the apex of the mountain and 750 feet on an incline of sixty-five degrees from the collar of the shaft to its bottom. The main tunnel entered the hill about 250 feet below its apex or on a level with the shaft, and has been drawn in 200 feet. The water supply is furnished from two bored wells, 1100 feet deep, each with 7 5-8-inch casings. A two-inch pipe carries about 30,000 gallons of water to the mine daily.

Largest Mine Hoist in United States.

There stands ready for shipment in the shops of the Denver Engineering works, Thirtieth and Blake streets, the largest electrical driven mine hoist ever built in the United States. The machine was designed and built for the Nevada Consolidated Copper company, Ruth mine, Ely, Nevada. It has a capacity of eight tons of ore a trip and at a rope speed of 1,500 feet a minute and requires 1,000 horse power to operate. Irrespective of the motors, which are General Electric company's product, the hoist weighs 110,000 pounds, the main shaft alone tipping the scales at 10,000 pounds.

The hoist is of the double-grooved drum type, each drum having a capacity of 20,000 pounds rope pull. On each drum is an immense post brake, which in itself is capable of exerting a pressure of 200 tons against the brake rings. It will require five flat cars to ship the machine, and there is enough steel in the construction of the shaft alone to manufacture 10 ordinary automobiles or 1,000 sewing machines. Indeed, to convey an idea of the immensity of this hoist one must say that were it placed in Sixteenth street all traffic would be blocked, even to the sidewalks.

Incredible as it may seem, this iron monster involves work fully as delicate and as accurate as does a high-grade sewing machine, each of the large gear wheels, weighing eight tons apiece and having 100 teeth, is guaranteed by the makers to be theoretically perfect within the infinitesimal dimension of .002 of one inch. The automatic machine, known as a gear cutter, employed to do this work, is the largest machine of its kind in Denver and the second largest machine in the United States. The diameter of each drum is over six and one-half feet, it being large enough to permit passage of a man walking upright through its bore, while the length of each drum between flanges is 48 inches. The steel wire rope used is of crucible product, one and one-quarter inches in diameter and extra strong. The weight of the heaviest piece is 15,000 pounds, and the size of the largest gear is 110 inches in diameter with 12-inch face. To permit of shipping the frame is constructed in sections, there being seven pieces in the frame.

The hoist under discussion is one of an order of two like machines, both for the American Smelter Securities company. The second machine will be placed in the mines of the Cumberland Ely Copper company, also at Ely, Nev. It will be ready for shipment in about one month.—Denver Mining Record.

Unique Sights.

A Joplin, Mo., dispatch of recent date says: In 1899 the Joplin district sold over 10,000,000\$ worth of lead and zinc, and in 1900 not quite 8,000,000\$ worth, since which time her sales have increased until in 1906, she sold 16,000,000\$ worth; and but for the slump in the price of ore and the loss of a whole month by the shut-down last year's output would have been increased one-half.

One needs but to go into the drifts and shafts of our mines to see what vast ore bodies underlie all of the territory. In many places the first or top level has been worked out, that is, the ores lying within 100 feet of the surface of the earth, for much ore has been found in this camp within ten feet of the surface, down to the 100 foot level, while now the older mines are sinking deeper, to 150 and on down to 250 feet, getting richer and better ore than was ever found in the first run.

The usual comment of the miner when he first visits our mines is that mining here is so easy it is absolutely uninteresting. Knowing that the miner expects to conquer many obstacles in the way of inaccessible places, bad roads or none at all; with none or very poor transportation, until he builds a railroad, not to speak of the personal privations and extreme discomforts, is it any wonder he stands aghast at our mines in the midst of corn fields and orchards. One instance: the writer knows of a forty-acre tract, partially planted to corn, that has produced in royalties alone in the last twenty-seven months, 95,000\$. Here are to be found the best roads in the country for autos, railroad transportation to the mines, and when the day's work is over, hotel accommodations equal to the best. Every mining man in the entire district is looking forward to the tenth annual session of the American Mining Congress, which is to be held in Joplin November 11 to 15, inclusive, when its thousands of members will be shown the endless wonders of our lead and zinc mines. They will see here the most modern methods in jig building, also in the handling of sludge, whereby the finest particle of ore is saved.

Here in the best climate, with the best roads and transportation, as well as hotels for personal comfort and even luxury, this tenth annual session of the American Mining Congress will meet with mines at the very doors of the building it is to be held in.

A Value of Knowledge.

Miners' strikes are sometimes not without their compensating advantages. In some districts the idle miners put in their time prospecting the neighboring hills and occasionally find payable ore, which develops into a mine. There are idle men about almost every mining camp who might do far better for themselves than lounging about the town. An energetic man will scour the hills in search of a prospect worth his time, and these are the men who help to build up the empire of the West. The miner should make an effort to familiarize himself with as many rocks and minerals as he can.

In Inyo county, California, in the Union mine, at Cerro Gordo, there were exposed for years, thousands of tons of zinc ores. The miners unfamiliar with the ore—zinc carbonate and silicate, did not recognize it as valuable, and it was only lately that the fact became known. In the Black Hills, at Lead City, for years tons of wolframite lay on the dump of an abandoned mine. Hundreds of miners passed it daily and not one designed to pick up a piece to even examine it. The principal of the public school passed the dump one day and examined the ore. He recognized it as an ore of tungsten. From this mine over 60,000\$ worth of the supposed worthless ore was shipped. Here knowledge meant wealth. All may learn who wish and nearly all have odd hours or days in which to make practical use of their knowledge. It is a duty each miner owes to himself, to learn all he can of his business in all of its branches and to make good use of his knowledge.—American Mining Review.

Inspections of Cobalt Properties.

An innovation in mining management has been inaugurated by the officers of the Cobalt Central Mines Company in furnishing every facility to engineers and investors desiring to make an examination of the properties controlled by the company.

This week a party of English investors and engineers, now making a tour of the Cobalt camp of Canada, have been conducted all over the Big Pete and Gamey mines, which are owned by the Cobalt Central, and they have been shown in detail the workings of the power house, shaft house, and the new concentrator which has been completed and which will be put into operation this month. A party of Chicago engineers and capitalists also visited the Cobalt Central properties this week, following closely on the inspection made by the members of the American Institute of Mining Engineers. As a rule it is an exceedingly difficult matter for an outsider to secure access to the shafts or underground workings of a mine, and visitors to most properties have to be content with an inspection of the surface or a trip to some of the least important mine buildings. At the Cobalt Central properties, however, every opportunity is given for engineers and capitalists to go into the mines so that they may see for themselves how rich the ore bodies are proving. The recent visitors to the Big Pete and Gamey mines were permitted to make the most minute inspection of buildings and shafts, drifts and crosscuts. Some of them walked for miles beside veins of wonderful richness. The Cobalt Central mines are located on the shore of Glen Lake.

Neuralgia Pains.

Rheumatism, lumbago and sciatic pains yield to the penetrating influence of Ballard's Snow Liniment. It penetrates to the nerves and bone and being absorbed into the blood, its healing properties are conveyed to every part of the body, and effect some wonderful cures. 25c, 50c and 1\$. Sold by Watkins Drugstore.

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